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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Mr. John J. Dufty has gone to Chicago on business connected with his vessel interests.

It has been given out that Captain Thos. Wilson will have built at Quayle's yard a new steamer for his line.

The steamer J. C. Gilchrist, named after our Vermillion townsman, will be launched at Trenton early in September.

Captain Chambers, who has sailed the schooner Maria Martin for five years, has been appointed to command the Kate Winslow.

There are letters at this office addressed to Captain A. H. Reed, schooner David Dows; Mr. Fred Scott, steamer Walter Frost.

Captain Church has been appointed master of the schooner Maria Martin, and the mate of the Golden Fleece will assume command of that vessel.

A young sailor named Harry, the last name unknown, fell overboard from the steamer Fisk last week and was drowned. He resided in Detroit.

Captain F. Elliott, master of the tug Peter Smith, is down with the Fostoria, Eliza Baker, Seminole, Stockton. The D. H. Keyes and another small schooner have been added to the tow for the up trip.

Record has been made at the custom house of the sale of one-third of the tug O. J. True, from P. E. Andrews, administrator, to John Stang and Quartus Gillmore. Consideration $800.

Messrs. Murphy & Miller are building one of the best steamboats for Messrs. Corrigan and Mack that has ever been turned out in Cleveland. There is nothing like getting practical men to build a good business boat.

Captain A. Shephard has resigned command of the Osceola to enter Captain Thomas Wilson's employ. It is said he is to take command of the Missoula. Captain O. B. Green will go in the Osceola.

The following delegates have been appointed to represent Cleveland vessel owners at Sault Ste Marie convention July 20: Thomas Wilson, W. B. Guyles, B. L. Pennington, W. C. Richardson, J. T, Hutchinson, John W. Moore, H. D. Goulder.

Frank Perew, of Buffalo, has placed a contract with Quayle's Sons for the construction of a steambarge and consort. The steamer will be 285 feet keel, 300 feet over all, and the consort about 210 feet keel, 225 feet over all.

The vessels in this, and we presume in all other ports, presented a magnificent spectacle on the 4th of July. The Union colors and the vessel's bunting flying from spars showed that the great American day is still held in memory sacred.

Captain Goodwin and his life savers made an exhibition of their skill on the 4th which called forth cries of wonder from several hundred people who had never seen anything of the kind. What the Cleveland crew don't know about life saving and the mode of doing it is not worth telling.

Captain James Corrigan and John Huntington, of this city, who recently purchased the Roumania, have bought a second steamer from James Davidson, the ship builder, of West Bay City. This last purchase is a larger boat than the Roumania, but it is bought for the same money, $140,000. The boat will be finished about August 15, and will be called the Bulgaria. Her dimensions are 304 feet over all, forty feet beam, twenty-four feet hold. It is expected that the boat will carry 90,000 bushels of corn out of Chicago. The Roumania loaded 81,000 bushels of wheat there last Tuesday on a draft of less than sixteen feet. The Bulgaria's machinery will be fore-and-aft compound, built by Trout, of Buffalo.

A little before midnight Sunday the propeller Nipigon and the schooner M. P. Barkalow, in tow of the tug W. D. Cushing, Captain John Archer, met in the river at the entrance to the old river bed. The Barkalow was coming in with a load of grain from Toledo, and the Nipigon had coaled here and was going out. A misunderstanding of bells between the tug and the steambarge resulted in a collision, the Barkalow getting the worst of it. The propeller struck her starboard bow and cut into her decks, plankshеer, rail and six or eight stanchions down to within a few inches of the water line. The bill for repairs will be a heavy one.

Some important and very satisfactory experiments have been made at the Cleveland Rolling Mill Co.'s Works during the last two weeks, in treating Siemens Martin steel with small percentages of aluminum manufactured by the Cowles Electric Smelting and Alumnium Co., of this city. The result of the work proved conclusively that a small quantity of aluminum freed the steel from blow-holes and increased the tensile strength somewhat without increasing the elongation.

Meteorological summary for the week ending July 6:

Mean barometer	29.99
Mean temperature	77.7
Mean humidity	66.6
Total precipitation, inch,	.56
Prevailing direction of wind	S.
Total wind movement	1083
Av. cloudiness	3.4
Av. state of weather	Fair.
Max. temperature, highest	93 o
Min temperature, lowest	67.3

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

H. D. Goulder left here Friday for Detroit to file a petition to limit the liability of the propeller Vernon. The Vernon will be surrendered to the trustees in the litigation pending against her and sold. She will be in Detroit on Saturday in accordance with this action. The limiting of the liability of the boat is to meet the action brought by the owners of the schooners Senator and Watson, which were stranded near Detour while being towed by the Vernon, and for which the Watson asks damages amomnting to $18,000, and the Senator $15,000.

About 5 o'clock on the 4th a fire was discovered under the deck of the tug R. K. Hawley, and but for the prompt response of the fire tug she would have been totally destroyed. She was lying near Mr. William Radclift's ship yard at the time, where she had been tied up for the night, and therefore neither master nor men were aboard of her. Her cabin and pilot house, and everything connected with it, including the wheel, were totally destroyed. Some stanchions and a portion of her bulwarks were also badly scorched. It is estimated that not less than $1,000 will repair the damage. She is insured for $4,000. The Hawley is owned by the Dewhirst Bros., Captain Hasson master, and Joseph Dewhirst, engineer.

CHEBOYGAN.

The amount of damage done to craft for the month of June in the straits by stranding and otherwise is fairly estimated at $6,500. Ten steamers came in disabled in machinery.

The schooner Mary D. Ayer, tie laden for Chicago, was run into on Lake Huron on Friday by an unknown steambarge and narrowly escaped being cut in two. The vessel lost her jibboom, bowsprit and her entire head gear, and sustained other damage. She will repair and sail up.

ERIE.

The schooner Louise, a Buffalo wrecker, arrived at Erie on the 4th from the schooner Vanderbilt, sunk off Long Point five years ago, iron ore laden. The Louise raised 200 tons of this ore and will discharge it here and return to the wreck. The Vanderbilt lies in 26 feet of water.

GREEN BAY.

Captain Honner, of the propeller Grand Traverse, had his collar bone broken at Green Bay, by a crane breaking and letting a bucket of coal fall on him. Captain Sam Thornton, late of the propeller Oneida, will have charge of the boat until he recovers.

CHICAGO.

Special to the Marine Record.

The fine new steamship W. H. Gratwick, Captain John Mitchell, arrived in this port on her first visit last Thursday with 2012 tons of coal from Buffalo and left again Saturday night with 82,000 bushels of corn for Buffalo. The Gratwick is a splendid looking steamship and her outfit and furniture is of the finest and most modern description.

Captain Ladner did a big day's work with the steambarge Ida M. Torrent recently. He went to four saw mills and nine docks at Muskegon and loaded lumber and arrived at Chicago, and made all the bridges up the South branch, and got to a dock at 35th street to unload before 6 o'clock the next morning.

At Miller Bros.' drydocks the steambarge Thomas R. Scott was in dock for repairs to damage done by the propeller City of Rome colliding with her; the steambarge Mary Groh had her stern bearing repaired; the tug Munson received a new wheel; the tug O. B. Green had her wheel fastened; the tug Frank R. Crane received repairs to her stern bearing and some new plank; the propeller Alaska had her deck calked; the schooner White Cloud is in dock having a leak stopped; the schooner Hunter Savidge for calking all over; the sloop yachts Ina and Peru were launched Thursday and will go into commision at once.

The iron side wheel steamer Ivanhoe arrived here Sunday and will go into the excursion business.

Captain Frank Green, deputy collector of customs, has been removed by Collector Seeberger. For twenty years Captain Green has had charge of the marine department of the custom house, and, no matter who his successor may be, his removal will cause sincere regret to every vesselman who has ever transacted business at the port of Chicago. Few men in even a more prominent position could attain such universal popularity among so many. Every vesselman who trades here calls him his friend, and if a petition, signed by the entire shipping interests of the port, could have retained him in office, it would have been promptly furnished. It is a curious fact, however, that one scheming politician has more influence in a case of this kind than would the petition of thousands of honest men. Captain Green realized this, and when his friends spoke to him about circulating such a petition he earnestly requested them not to do so. It is said that every man, be he ever so efficient, can be easily replaced, but Collector Seeberger will have to hunt a long time before he will find a man that will handle the business of the marine department as satisfactorily as Captain Green has for so many years.

Assistant Surgeon F. C. Heath, who has had charge of the custom house of the Marine Hospital, has been relieved of duty at Chicago and will be succeeded by Dr. Eugene Wasden.

Lumber freights to this port are as follows: From Muskegon, Whitehall and Grand Haven, $1.62½ to $1.75; Ludington and Pentwater, $1.75 to $1.87½; Manistee, $1.87½ to $2.00; Frankfort, $2.00 to $2.12½; Menominee, Ford River, and other points in Green Bay, $2.12½ to $2.25. Cedar ties from Traverse Bay and points north on Lake Michigan, 9c to 10c; from Lake Huron, 10c to 11c.

Charnley Brothers have bought the steamer John Otis from the Mackinaw lumber company.

A Chicago boat builder has been turning out some very fine surf boats for the life saving service. They are 27 feet long, 7 feet beam, 2 feet ten inches molded depth, built of Michigan cedar and Ohio oak, and every timber is fastened with Lake Superior copper. They are sharp at both ends and are modeled after the old fashioned Nantucket whale boat. The boats are uniform, in size, model aad weight, each weighing 1,100 pounds. Lieut. Rogers tested the seagoing qualities of one of the boats at Holland the other day when seven men, aggregating a weight of 1,194 pounds, pulled it a distance of six miles, through a chopping sea, in forty eight minutes.

The rumor that the Northern Michigan Transportation Company purpose to purchase a steamer to take the place of the burned Champlain is denied by S. S. Burke, local agent. Mr. Burke went to Charlevoix to look after their company's interests in the hull of the burned steamer. The fire insurance people have acknowledged the Champlain as a total loss. Several hundred dollars in bank notes, burned beyond recognition, have been redeemed by the treasury department at Washington.

BUFFALO.

The receipts of flour at Buffalo by lake during the month of June, 1887, compared with the receipts for the corresponding month in 1886, show a decease of 192,015 barrels. In wheat there is an increase of 5,173,929 bushels; in corn an increase of 792,144 bushels; in oats an increase of 371,218 bushels, and in rye a decrease of 25 bushels. The total increase for the month in all kinds of grain is 6,337,291 bushels, and in all grain flour reduced to wheat, 5,377,216 bushels.

The new steel propeller Owego, building by the Union drydock company, will probably be launched to-day.

The tower portion of the new Dakota elevator is now ready for business and the cargo of the propeller Gordon Campbell was the first put into it. The capacity is 60,000 bushels. In order to accommodate large cargoes the grain will as far as necessary be lightered without extra charge to the Lake Shore and International elevators. Regular floating rates will be charged, though these elevators are not in the old company. Preparations for erecting the storage portion of the new elevator are going on. When finished the whole structure will hold upwards of 2,000,000 bushels. This combination of elevators, composed of the Lake Shore, International, and Dakota, is under the management of Mr. S. F. Sherman.

The Express says taking rates of freight into consideration, the business by lake and canal thus far this season has doubtless been more prosperous than during any corresponding period in the history of Buffalo. The increase in the receipts of wheat alone during the month of June, compared with the same month last year, amounts to 6,337,291 bushels. With the exception of flour, almost everything on the list of receipts and shipments, printed elsewhere, shows a marked increase over June, 1886. The increase in rates of freight over last year must make the amount of cash received by carriers nearly double that earned by them up to July 1, 1886.

The managers of the propeller lines have found out that the crowded harbors of the lakes are not adapted to the monster steamships like the Owego of the Union Steamboat Company. Recently Manager Caldwell became apprehensive that the steamer might be too big for Chicago, so he in company with other Union line officials took accurate measurements of the Chicago, river which resulted in a discovery that there were but few elevators along the river that the Owego could load at and but few coal docks that she could reach with a full cargo. After obtaining this pleasant information it is said that the officers went back to Buffalo and decided not to send the Owego to Chicago at all, but to run her in the grain and merchandise trade between Buffalo and Duluth. It is also stated that work on a duplicate of the Owego was stopped, and that orders were given to the builders to shorten her keel forty feet. Nearly all the material for the second boat is now ready.

Messrs. W. W. Tyler, M. M. Drake, and Mr. J. Galvin have bought the site of the burned Gilbert starch works at Hamilton street, Black Rock, 610 feet front on the river, for 35,000. The intention is to establish a drydock.

(Continued on 6th page.)

MARITIME LAW.

SALVAGE — RUDDERLESS STEAMER — SECOND STEAMER ACTING AS RUDDER—NO ESPECIAL RISK—DOUBTFUL WEATHER—AWARD.

U. S. District Court, Eastern District of New York.

The steamship Wisconsin, having been ashore, got off with the loss of her rudder, and approached close to the harbor of New York, moving astern by the power of her screw aided by her sails. She was met by the steamship Nevada, outward bound, which turned and brought her safely into port. The salvage service lasted seven hours; the Wisconsin was all right, with the exception of the loss of her rudder, but the weather was somewhat doubtful and her master desired to be inside the harbor before nightfall in view of his disabled condition. The value of the Wisconsin was some $505,000; the value of the Nevada was $450,000. Held, that $4,000 was a proper salvage award.

Benedict, J.

It is not disputed that a salvage service was rendered to the steamship Wisconsin by the steamship Nevada on the occasion when the Wisconsin, having been ashore and been gotten off, was assisted by the Nevada into the port of New York.

The Wisconsin at the time the services were undertaken was near the buoy off Fire Island, moving astern by the power of her screw aided by her sails towards the harbor of New York. She was in distress, having lost her rudder, but aside from the loss of her rudder she was sound and staunch. She had been in communication with her agents in New York by telegraph and was at the time awaiting and expecting the coming of a tug in accordance with her telegram.

The weather was good. She had several times been offered assistance and had declined it when the steamship Nevada, a steamer of the same line, appeared bound out from New York. The Nevada was requested to turn back and aid to steer the Wisconsin into port. She consented, at some risk of rendering her supply of coal short for her voyage, and by means of hawsers attached to the stern of the Wisconsin during some seven hours she controlled the course of the Wisconsin so that she came safely to anchor in the lower bay. The service was attended with little risk or extra labor. The Wisconsin was at the time in no great peril; she could anchor, and was justified in expecting to be taken in by the tug that had been sent for. She was moreover at the very mouth of the harbor of New York. Doubtless the sole reason why the master of the Wisconsin desired the assistance of the Nevada was the fear that the expected tug would not reach him in time to enable him to get into port before nightfall, and the steamship would be thus compelled to spend the night outside. Rudderless as the Wisconsin was, with the outlook of the weather doubtful, her master evidently thought it the more prudent course to get inside before nightfall, by the aid of the Nevada, rather than wait longer for the expected tugs.

The value of the Wisconsin, her cargo and freight, was $505,234.37; the value of the Nevada was $450,000. On her arrival out the crank shaft of the Nevada was found to be cracked, but the evidence is not sufficient to warrant a finding that the crack in the shaft occurred during the rendition of the salvage service in question.

Taking all the circumstances into consideration, I am of the opinion that four thousand dollars will be a proper salvage compensation for the services rendered by the Nevada on the occasion in question.

The apportionment of this sum among those entitled to share it is left till the entry of the final decree.

May 6, 1887.

DAMAGE TO CARGO—STOWAGE—MACARONI AND GREEN FRUIT—SAME COMPARTMENT OF HOLD—NEGLIGENCE—BILL OF LADING—EXCEPTION—"DAMAGE FROM OTHER GOODS BY SWEATING OR OTHERWISE."

U. S. District Court, Southern District of New York.

1. It is negligent stowage to put macaroni and green fruit in the same compartment of the hold.

2. The steamship Britannia delivered in the port of New York certain boxes of macaroni which were damaged from the fumes arising from green fruit, stowed in the same compartment of the hold. The bills of lading excepted damage from other goods by sweating or otherwise. Held, that under the exception in the bill of lading the vessel was only liable for negligence but that the stowage in the same compartment of two such articles as macaroni and green fruit constituted negligence sufficient to render the ship responsible.

3. There is now no such general custom of stowing macaroni and green fruit together as to constitute a usage exempting the ship from the consequence of damage arising therefrom.

Brown, J.

In March, 1885, the steamship Britannia arrived in the port of New York having on board 442 boxes of macaroni consigned to the libelant. On delivery, 126 boxes were found to be damaged, for which the above libel was filed.

The evidence shows that the macaroni was stowed in the same compartment with the green fruit, though separated from it some 15 feet by other dry articles. During a part of the voyage the hatches had to be kept closed on account of heavy weather. The fruit became heated and its fumes penetrated and heated the macaroni.

The bill of lading excepted "damage from other goods by sweating or otherwise." I think the vessel would be exempted from liability under this clause if she were not chargeable with any negligence or want of care for the macaroni in stowing it in the same compartment with the green fruit. The claimant's witnesses testify that it is customary for the vessels of their line to stow macaroni and green fruit in the same compartment. They state, however, and it is now a well known fact, that green fruit is specially a heating cargo, and in case of any unexpected prolongation of the voyage, or of bad weather interfering with constant ventilation there is great danger of such heating and decay of the green fruit as to injure any other cargo stowed with it, and susceptible, like macaroni, to its influence.

Some of the libelant's witnesses show that stowing macaroni in the same compartment with green fruit is regarded as dangerous, and that upon other lines running from the Mediterranean such goods are not stowed in the same compartment.

In my judgment, whatever the former practice may have been when the carriage of green fruit was new, the liability of fruit to cause damage from heating, sweating or decay, through the contingencies of the voyage had become so well known at the time of the shipment of this cargo in 1885 that the stowing of macaroni in the same compartment with green fruit was not in exercise of that reasonable care for the safety of the macaroni which was obligatory upon the vessel; that the practice of stowing them in the same compartment was not then so general as to constitute a usage to which the libelant's assent is to be presumed, so as to furnish a defence to the ship, and that the ship is consequently liable for improper stowage in not separating the two kinds of cargo in such a manner as the existing state of knowledge made obligatory. Clark vs. Cramwel, 12 How. 272; Mainwaring vs. The Carrie Delop; 1 Fed. Rep. 874 the T. A. Goddard, 12 Fed. Rep. 174, 177; the Titania, 19 to 101.

Decree for the libelant with costs.

June 8, 1887.

DEEP ENGINEERING PROBLEMS.

To the Editor of the Marine Record:

JAIL IN TEASPOON CORNERS,
NEW YORK, June 25.

I know that times are hard and hence I forgive you for not sending me fifty dollars to help me out of my little scrape. I have got a scheme which requires only your cool and business-like head to make a big success. My scheme is this: The other day one of the engineers here wrote to me that he wished I would write out a few plain rules for the guidance of engineers who desired to educate themselves.

Now, you know, Mr. Editor, that nearly all the works on steam engineering are written by men profound in science and eloquent in diction, but generally so lofty in expression as to be beyond the reach of any man less learned than themselves; in fact the moderm mechanical engineer, *i. e.*, the professional gentleman, seems to write with an aim to obscure rather than reveal his meaning. In view of the prevailing obtuseness in the writings of professional engineers, I gave the request of my less unfortunate brother due consideration, and I have written the following simple rules which even the most illiterate can comprehend, and which I now send to you and ask that you publish them in book form and hurry up the sale, and send me the proceeds less the postage:

Rule for setting the valve on a triple compound engine:

Place the engine on the forward center, turn the crank back until the throw of the valve shall synchronize with equation of the equangular. Then remove the cap and take cognizance of the equilibrity of valve, which should open inversely to the portion of the square of the distance, which, multiplied by 64.7, will give the perpendicular of the motion and indicate the true position of the valve at right angles.

Formula: B×G.×L÷K=the position of the valve.

Rule for determining the strain on boiler braces:

Take the radius of the magnitude (which should be proportionate to the salary of the chief engineer, multiplied by the length of time he has been on the boat), divide this by the cross section, cut transversely from alternate holes. Draw three lines around the boiler, fore and aft, from which deduct the weight of the main head in pounds, at atmospheric pressure, at sea level, and you have the strain upon your braces.

Formula: L×K=CC×G=the strain.

Rule for finding the pitch of a propeller wheel:

Remove the wheel from shaft carefully, caliper the eye, suspend wheel from a perpendicular string, draw the whole near the water's edge and gently pitch the wheel into the water. Multiply the radius of the waves, incidental to the emersion of wheel by twice the radius of the earth at that point; divide this by the square of the stern bearings which will give you the pitch of the wheel.

Rule for determining whether your feed pump is not working:

Multiply the amount of water pressure on check valve by the length of time since you tried the water. Increase your fire until the temperature of the escaping gases equals four times their magnitude divided by the square of the water line. Taking the ratio of the evaporation as twice the indicated horse power at boiler pressure, divided by the number of pieces in your boiler room, to which add the distance of those blown overboard, from which subtract the dead and wounded, will tell you when your feed pump stops working. Taking 33,000 as a standard of equation, a simple rule for the above is as follows: G×A÷B×C=the required information.

Rule for telling whether you will be paid off the boat or not:

Subtract the nature of the break from the approximate cost of repairs; to this add the number of drinks taken while in port, plus the d fference in value of a man who indulges and one who does not, from which deduct four times the back pressure brought on the inspector who issued your license, from which subtract the number of hours put in during your life in actual study of your business, to which add the hours spent in explaining how much smarter you are than the man who was on the boat before you. By following this rule closely you can pretty surely determine whether you are liable to be discharged or not.

In addition to these I have rules for telling whether the engineer heard the bell and whether he has help enough in the engine room, and several other points necessary for engineers, published in book form. Price, $2 50, post paid. Address the publisher as above. THE SECOND ENGINEER.

SCENES ON A MAN-OF-WAR IN A HURRICANE.

BY C. M. FLYNN.

NO. X.

[*Concluded.*]

Providentially got the foremast cut away, that she might not pay round broadside. Lost five men in catting away the foremast, by the breaking of a sea on board of us just as the mast went. That was nothing; every one expected it would be his own fate next; looked for daybreak with the greatest impatience. At last it came; but what a scene did it show us! The ship upon a bed of rocks, mountains of them on one side, and cordilleras of water on the other; our poor ship grinding and crying out at every stroke between them; going away by piece-meal. However, to show the unaccountable workings of Providence, that which often appears to be the greatest evil proves to be the greatest good. That unmerciful sea lifted and beat us up so high among the rocks that at last the ship scarcely moved. She was very strong, and did not go to pieces at the first thumping, though her decks tumbled in. We found afterward that she had beaten over a ledge of rocks almost a quarter of a mile in extent beyond us, where, if she had struck, every soul of us must have perished I now began to think of getting ashore, so I stripped off my coat and shoes for a swim, and looked for a line to carry to the end with me. Luckily, I could not find one, which gave me time for reflection: "This won't do; instead of being the first I'll see every man, sick or well, out of her before me." I now thought there was no probability of the ship's going to pieces, therefore had not a thought of instant death; took a look around with a kind of philosophic eye to see how the same situation affected my companions, and was surprised to find the most swaggering, swearing bullies in fine weather, the most pitiful wretches on earth when death appeared before them. However, two got safe; by which means, with a line we got a hawser on shore, and made fast to the rocks, upon which many ventured and arrived safely. There were some sick and wounded on board, who could not avail themselves of this method; we therefore got a spare topsail yard from the chains and placed one end ashore and the other on the cabin window, so that most of the sick got ashore this way. As I had determined, so I was the last man out of the ship; this was about 10 o'clock.

The gale now began to break. Sir Hyde came to me and taking me by the hand, was so affected that he was scarcely able to speak.

"Archer, I am happy beyond expression to see you on shore, but look at our poor Phœnix."

I turned about, but could not say a single word, being too full. My mind had been too intensely occupied before, but everything now rushed upon me at once, so that I could not contain myself, and I indulged for a full quarter of an hour. By 12 o'clock it was pretty moderate; got some nails on shore and made tents; we found great quantities of fish driven up by the sea into holes of the rocks; knocked up a fire and had a most comfortable dinner. In the afternoon we made a stage from the cabin windows to the rocks, and get out provisions and water, lest the ship should go to pieces, in which case we must have all perished of hunger and thirst; for we were upon a desolate part of the coast, and under a rocky mountain that could not supply us with a single drop of water. Slept comfortable this night; and the next day the idea of death vanishing by degrees. The prospect of being prisoners, during the war, at Havana, and walking three hundred miles to it through the woods was rather unpleasant. However to save life for the present, we employed this day in getting more provisions and water on shore, which was not an easy matter, on account of decks, guns, and rubbish, and ten feet of water that lay over them. In the evening I proposed to Sir Hyde to repair the remains of the only boat left, and to venture in her to Jamaica myself; and in case I arrived safely to bring vessels to take them all off; a proposal worthy of consideration. It was next day agreed to; therefore we got the cutter ashore, and set the carpenters to work on her; and in two days she was ready, and at 4 o'clock in the afternoon I embarked with four volunteers and a fortnights provisions, hoisted English colors as we put off from shore, and received three cheers from the lads left behind, and set sail with a light heart, having not the least doubt that, with God's assistance, we should come and bring them off. Had a very squally night, and a leaky boat, so as to keep two buckets constantly bailing.

Steered her myself the whole night by the stars and in the morning saw the coast of Jamaica, distance twelve leagues. At 8 o'clock in the evening arrived at Montego Bay.

I must now begin to leave off, particularly as I have but half an hour to conclude; else my pretty short letter will lose its passage, which I should not like, after being ten days, at different times, writing it, beating up with the convoy to the northward, which is a reason that this epistle will never read well; for I never sat down with a proper disposition to go on with it; but as I know something of the kind would please you, I was resolved to finish it; yet it will not bear an overhaul, so do not expose your son's nonsense. But to proceed I instantly sent off an express to the Admiral, another to the Porcupine man-of-war, and went myself to MarthaBray to get vessels, for all their vessels here, as well as many of their houses, were gone to Moco.

Got three small vessels, and set out back again to Cuba where I arrived the fourth day after leaving my companions.

I thought the ship's crew would have devoured me on my landing. They presently whisked me up on their shoulders and carried me to the tent where Sir Hyde was.

South Chicago ore and coal docks beat the world for unloading vessels. The steamer Charles J. Sheffield reached the docks of the rolling mills there, Tuesday of last week, and 2,013 gross tons of ore were taken out of her in exactly seven hours. After discharging her cargo, the steamer took on 100 tons of coal in thirty minutes. In less than eight hours from the time she entered South Chicago, the Sheffield, one of the largest ore carriers on the lakes, was on her way down Lake Michigan for another cargo.

The marine department assessed a fine of $20 on the owners of the Gratwick for failing to secure clearance papers at Buffalo.

VESSEL OWNERS AND AGENTS.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Room 27. Cleveland, Ohio.
TELEPHONE { Office, No. 338. Residence, No. 1328.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St,
CLEVELAND, OHIO.

J. J. H. BROWN. EDWARD SMITH
BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,
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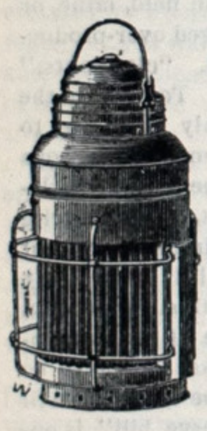

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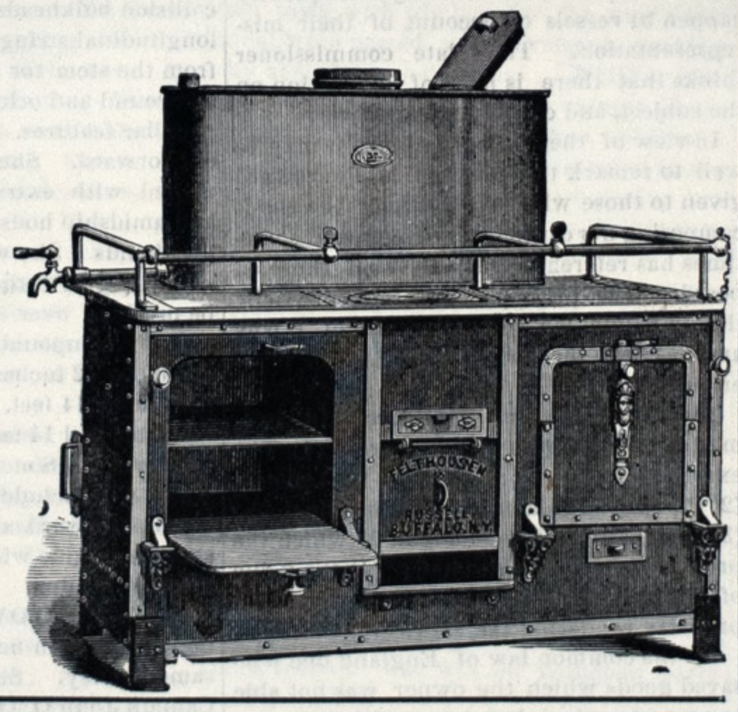

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Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JULY 7.

THE ALIEN LABOR LAWS.

After the 1st of July the alien labor laws of the United States will be enforced and Canad ans have been notified to that effect. This question has brought up in the Dominion parliament indignant discussion and steps were taken looking toward retaliation. Canadian customs officials at Windsor have made a record of the residents of Detroit and vicinity who daily do business in the "refuge of the delinquent American bank cashier," the thief who crosses the border to escape punishment for his crime. Counter registration has been made on the American side, of Canadians who cross the rivers to do their daily labor on American soil. Citizens of the United States generally will doubtless approve of the enforcement of the alien labor laws, inasmuch as the prohibition will work to their benefit. Comparatively few Americans can, or care, to make their living in Canada, but many Canadians are forced to seek their living in the United States. Those Canadians who earn their living in the states and who are disposed to resent the operation of the alien law could come to the states to live and thus avoid the prohibitory measure, spend their money here and become citizens with all rights and franchises. In declining to do so they probably consider economy or the purchasing power of money. They have the benefit of the high prices paid for labor in this country and the low prices charged for the necessaries of life in Canada.

With the land laborers who gain advantage under this condition of diplomacy, we have little to do, but under the ruling of the treasury department, that no man, unless he be a citizen of the United States, can become a licensed officer of any vessel of this country, we have much. It is well known that many vessels are officered by men, who while being citizens of the United States reside in Canada and at the close of navigation each year retire there to live until the opening the following season. This may be right from their standpoint, but they are virtually citizens of Canada. A case in point: The owners of a propeller (U. S.) on the route between Duluth and Sarnia engaged a Canadian to sail the steamboat last season and he moved his family across the border that he might be considered a citizen of the United States. During the season he ran the boat ashore and was dismissed from the employ of the line, after which he returned across the border. Last fall the same company purchased another steamboat to add to the line, and imported another officer to sail her. He has transferred his family from the territory owing allegiance to the "lion's paw" to that protected by the "tail of the peacock" of liberty, the American eagle.

Under the old law any foreigner who declared his intention of becoming a citizen of the United States and having served on board of a United States vessel three years was eligible to become an American sailor, but under the new law he must be a citizen of the United States, in fact, before he can legally be appointed and receive license as an officer of a United States vessel. No provision, however, is made for officers, who being citizens of the states, prefer to live in Candada, thus avoiding all tax and other obligations to this country.

The question came up in the convention of the shipping league, held at Chicago last week and excited much discussion, the brunt of the battle being borne by James H. Harris, a member from St. Louis, Mo., and secretary of the National Marine Engineers' Benevolent Association. Mr. Harris said that "The members of his association numbered 11,000, and that they had been fighting what had been considered by them a great injustice, the alien law, which allowed foreigners to come to this country, and, after taking out papers of citizenship, filling positions as engineers or pilots on American vessels. The United States government," continued Mr. Harris, "could not depend on aliens during the war, and they should not be so favorably considered in time of peace. Another fact stared us in the face." He had "never come across an American engineer in charge of a steamboat sailing across the Atlantic. Why? Because no American steam vessels cross the ocean, and it is a positive fact that no man alien to English rule can hold office on an English vessel." Mr. Harris held that the government should afford protection to American intelligence; that the time spent by American officers in perfecting themselves in the management of steamboats and machinery should be acknowledged by the government and that the benefits should accrue to them.

As we have protection against foreign manufactures, give us protection against foreign labor.

SALVAGE.

There are no special statutes governing questions of salvage in this country and Captain Patten, in his annual report upon navigation matters, refers to the point and submits correspondence between parties interested in the salvage laws, showing that expense and vexatious delays frequently happen to vessels on account of their misrepresentation. The late commissioner thinks that there is need of legislation on the subject, and continues as follows:

In view of these alleged abuses it may be well to remark that salvage is the reward given to those who save a ship or the goods composing her cargo from danger, and sometimes has reference to the lives of those on board. The principle was recognized by the maritime laws of Oleron and Wisby and has been incorporated in those of modern states.

The circumstances considered in estimating the value of salvage are: (1) The exertions and peril incurred by the salvors; (2) the skill and alacrity manifested by them; (3) the degree of the danger in which the property saved was situated; (4) the value of the property saved, and the value of the property rendering the service.

By the common law of England one who saved goods which the owner was not able to protect or had lost was entitled to compensation for his services depending upon the risk and danger encountered, and might detain them until the claim was adjusted or an action might be brought either by the salvor for his compensation or by the owner of the goods if held after the tender of a reasonable amount for services in saving them. The parties entitled to salvage are those who have by their exertions or by sacrifice contributed to the safety, provided such exertions or sacrifice did not fall within the regular line or course of duty. Thus neither the master or any of the crew of the vessel in danger have any title to salvage, nor can passengers claim it for any ordinary assistance they may give, but as it is not in the line of duty for passengers to remain on board in time of danger, if by doing so or by any extraordinary exertions or sacrifice they contribute to the safety of the ship, they have been considered as entitled to share in the salvage.

If, before the service is rendered, a bargain is made, the amount settled upon fixes the sum to be paid and settles the claim for salvage. So if two ships sail as consorts, as is customary in some trades, with the understanding to render each other mutual assistance, neither can claim salvage for assistance rendered to the other. All officers and crews of ships of the British navy are under obligation to assist ships in distress, and may receive salvage for their services, subject to conditions expressed in the statute. The owners of a ship which has saved another are entitled to be reimbursed for expense of stores and other articles contributed as well as for detention, the risk of extra insurance, etc. The salvage is to be paid by those who would have borne the loss had there been no assistance in proportion to the benefit received. If a ship was in course of earning freight, that must contribute; but it is generally admitted that the wearing apparel of the crew is not liable to salvage.

The line of distinction between salvage and ordinary assistance rendered in cases where there is no extraordinary peril may not in all instances be readily drawn, but must depend upon the circumstances in each particular case. But it is an abuse of a long-established principle for the crews of tow boats and others in the ordinary pursuit of their business to claim salvage where no present danger is actually threatened.

THERE is nothing that gives us more pleasure at this time than to note that J. H. Harris has been elected secretary of the Lake Shore and Mississippi Valley department of the American Shipping and Industrial League. Mr. Harris is secretary of the Marine Engineers' Beneficial Association and the league men will have to talk very fast or he will get all they say.

LAUNCH OF THE S.S. IRA H. OWEN.

It is unnecessary to say that no accident attended the launch of the fine steel steamship IRA H. OWEN at the yard of the Globe Iron Works Co. to-day. Mr. John Smith, the superintendent, on the minute gave the signal to cut, and in an instant one of the finest steamers on the lakes spurned the ground and leaped into the turbid waters of the old river.

This is the third steel steamship launched from the yard of the Globe Iron Works Co. this year, and will without doubt take her place as one of the speediest and best business boats on the lakes. The reputation of the Globe Co. is world wide and the class of ships launched by them known to be of the best.

Miss Lottie Johnson, niece of Mrs. J. F. Pankhurst, performed the christening ceremony in a graceful and self-possessed way as the grand steamboat left the ways.

The IRA H. OWEN is 252 feet keel, 276½ feet over all, 38 feet beam and 23 feet moulded depth. Her water bottom, which is divided into six compartments, has capacity for 600 tons of water. This does not include the collision bulkheads forward and aft. The longitudinal stringer lugged out to the skin from the stem for ninety feet, orlock beam all around and orlock deck stringers are the peculiar features. A raised deck is carried out forward. She has long cabins aft, furnished with extra state rooms for visitors, and amidship house for crew, firemen, and deckhands. She will carry three masts.

The engine of the new steamer, which will be presided over by Mr. B. Calder, is fore and aft compound, the cylinders being 28 and 50 by 42 inches, and the two boilers, fire box, 9 by 14 feet. The wheel is 11 feet in diameter and 14 feet pitch.

Grover & Son will furnish the fitout, which will include steam windlass and steam captans forward and aft. The Globe steam steering engine will be provided and a steam hoist amidship.

The IRA H. OWEN has been built on honor, and can not be duplicated for the same money. She will be commanded by Captain John Q. Owen, who has been master of the Escanaba for a number of years. Chas. B. Calder, who is one of the best posted engineers on the lakes, is chief engineer; Eli Barry assistant.

The IRA H. OWEN is owned by the Owen line. Her estimated speed is twelve miles per hour, and her capacity 2,500 tons.

NEW CARGO BLOCK.

The Penfield Block Company, located at Lockport, N. Y., illustrates in this issue on page 7 something entirely new as a cargo block or for any rapid hoisting. Hoisting is done so much by steam that our block makers have been to their wit's ends to produce a block that would stand the racket. For the shell ash is used with a lining of lignum vitae, covering the whole inside surface; this greatly strengthens the cheeks, while furnishing the best wearing surface for the rope. Another new device is having the grain of the ash run across rather than lengthwise, again strengthening the cheek and preventing the cracking off of the edges. The bushing used is their justly celebrated Phosphor Bronze and self lubricating. Taken as a whole this block appears just what has long been needed all along the lakes. The increased demand for a block that will stand when used with wire rope has led to this company putting on the market a new pattern made of wrought iron, extra heavy, which, with their Phosphor Bronze bushing, fills the bill.

OBITUARY.

CAPTAIN WILLIS ABLE

Died at Cleveland on Friday the 1st inst. at 10 o'clock, on board the schooner Golden Harvest, in which he held a one-third interest. Captain Able has been afflicted with consumption since the middle of February, and went aboard the schooner with the hope that life on the lakes would do him good, but he gradually failed and death soon set his seal upon his brow. He was one of the early navigators on the lakes, and we may say with truth that there was not a boulder or sand bar the location of which he did not know. Captain Able was 59 years old, forty-five of which he spent on the lakes in all capacities from boy to master and owner. He sailed the schooner Golden Harvest three years, previous to which he was sailing master of the schooner Goshawk, H. A. Richmond, and master of the Carrier and Quickstep. Captain Able was born in Algonac, Michigan, but has lived at East Saginaw the later years, where he leaves a wife and a daughter. His daughter is the wife of Captain J. K. Hathaway, now in command of the schooner Golden Harvest. Captain Able's remains have been taken to East Saginaw for burial.

AMERICAN MERCHANT MARINE.

CHICAGO, June 30.

The Lake Shore and Mississippi Valley department of the American Shipping and Industrial League met in convention here yesterday afternoon, with 35 delegates present. Congressman Lawler took the chair, C. S. Hill of Washington, D. C., made a speech in which he claimed that the people of this country had too long been coerced into British ideas on the subject of merchant marine. He desired to see American ships manned by American sailors, our youth given employment, and our farmers' goods properly disposed of. He wanted greatly reduced the sum of $1,500,000, which annually goes from the United States to the British government for freights and passenger fares, and for which we do not get a cent in return. He spoke of the British influence exerted over the appointment of American consuls to aid the English in getting what they desire, and also of a subsidy which, he said, was paid yearly by the British powers to the New York for disparaging American ship building.

Mr. Hill then read a long communication from Senator Whitthorne of Tennessee, which was the main feature of the day's proceedings, and after which adjournment was taken. Mr. Whitthorne advocates the passage by Congress of a "reserve bill" which he framed, entitled "A bill to create a naval reserve of auxiliary cruisers, officers, and men from the mercantile marine of the United States." He holds that the neglect of the government to provide outlets and markets for the surplus products of our laborers, whether engaged in field, mine, or shop, inevitably brings alleged over-production, low wages, strikes, "close-outs," poverty, want, and crime. To provide the markets an outlet is the only sure way to the freedom and independence of our sons of toil. It is the duty of the executive department of our government, in the exercise of its treaty powers, to lead in this work; but to fully and faithfully do this it is necessary to clothe that department with such material adjuncts as the experience of all governments, past and present has shown to be wise and essential. This, he believes, will be accomplished if the "reserve bill" is enacted into law.

Captain W. W. Bates, of Buffalo, read a very exhaustive paper on "The American Marine and the Questions of Its Existence." He said that after the War of Independence had been brought to a successful termination, the creation of an American marine engaged the anxious thought of the best minds that ever governed this or any other country. They decided that the national weal depended greatly on the building and using of our own ships and own capital in foreign, as well as domestic, commerce. It is grovelling and contemptable that only the comparatively few who build, equip, and run vessels for the purpose of private gain have any interest in the success or failure of ship building, navigation, and ocean trade. Without the naval power required from merchant fleets we must pay our homage to the stranger. Then followed a table showing the execution effected upon the body of American commerce and navigation by carrying out the tariff reforms of 1857.

OFFICERS CHOSEN.

After speeches by Congressmen Dunham and Adams of Chicago, favoring the purposes of the league, the committee appointed to select permanent officers of the organization for the ensuing year reported as follows: Vice presidents, the Hon. D. A. McCrea of

Arkansas, the Hon. Ward Lemon of Colorado, the Hon. R. W. Dunham of Illinois, Gov. Gray of Indiana, ex-Gov. Kirkwood of Iowa, ex-Gov. Glick of Kansas, Senator Blackburn of Kentucky, Congressman Burrows of Michigan, the Hon. Henry Rice of Minnesota, Captain I. M. Mason of Missouri, the Hon Isaac Sharp of Nebraska, the Hon. Benjamin Butterworth of Ohio, the Hon. W. C. Whitthorn of Tennessee, the Hon. B. F. Sherman of Wisconsin, and the Hon. A. W. Edwards of Dakota; secretary, James Henry Harris of Missouri; subtreasurer, the Hon. J. S. Dunham of Chicago. The report of the committee was unanimously adopted.

James H. Harris of Missouri said that for some time he, together with the association of engineers of the United States, the membership of which is 11,000, had been fighting what was considered by them as great injustice, the alien law, which allowed foreigners the privilege of coming to this country, and, after taking out papers of citizenship, filling positions as engineers or pilots on American vessels. The United States government, continued Mr. Harris, could not depend on aliens during the war. Another fact stared us in the face. He had never come across an American engineer sailing across the Atlantic. Why? Because no American steam vessels cross the ocean. They all ply up and down our own coast. He wanted the government to afford protection.

HIGH TARIF ISSUES.

W. L. Mitchell of Chicago presented the following resolution in answer to the high tariff issues raised by Mr. Bates.

WHEREAS, The present high protective tariff was passed by congress as a war measure to provide an unusually large revenue to defray the enormous expenses of the war, and,

WHEREAS, The said tariff has been and is a great and grievous burden upon the people.

Resolved, That it now becomes a serious and vital question for congress to consider, whether said tariff, amounting to almost prohibition of trade with foreign countries, has not been and is the cause of the destruction of the merchant marine of the United States, which has almost totally disappeared during the time said tarifl has been in force.

The trouble lies at home, said Mr. Mitchell, and we should take the patient in hand and carefully diagnose the case. We have a vast amount of money here lying idle and a government continually asking for new vaults and cellars to keep it in. It is spent for politics, prosecuting boodlers, and, in fact, for everything except for shipping interests.

THE TONNAGE BILL.

At the mass meeting or evening session of the convention the report of the committee on resolutions was read and adopted. It urges the passage by congress of the "tonnage bill," which provides that every vessel built and owned in the United States trading with foreign ports shall be allowed 30 cents per ton for each 1,000 miles sailed or steamed for a period of ten years. Coast defense, lake as well as seaboard, is demanded and improvement of the rivers and harbors of the lakes and the Mississippi Valley and the upbuilding of the navy is asked.

After remarks by Congressmen Dunham and Lawler and Senator Sabin, the convention adjourned *sine die*, the four congressmen from Chicago and Senator Sabin being appointed a committee to present the resolutions to congress. The next session will be held at Cleveland.

[*Around the Lakes Continued from 1st Page.*

BAY CITY.

Special to the Marine Record.

The steambarge Tempest and four barges all came in the river this trip, coal laden. They will be in port about one week.

Jas. E. English, owner of the River line boats, has purchased the fast steamer Chas. P. Fish. She is now being fitted up in grand style for use in connection with the line where she will do the most good.

Wm. M. Miller, while unloading coal at Young Bros.' dock on Wednesday, fell from the runway to the deck of the barge Edwards, a distance of eighteen feet, fracturing his left leg just above the ankle in a frightful manner.

Captain Jas. Davidson, the West Bay City ship builder, states that he has sold to Cleveland parties the immense steamer now on the stocks at his yard for a cash consideration of $140,000. This large craft will be known as the Bulgaria. She is 304 feet over all, 40 feet beam, 24 feet deep; capacity 90,000 bushels of grain. Her machinery will be a fore and aft compound from Trout's works, Buffalo.

The tug Geo. N. Brady and consorts Conrad Reid, J. S. Austin, Golden Harvest, loaded coal at Cleveland Saturday for Port Huron. At this place it is expected the barge Arcturus, recently purchased by A. A. Pinet, of Saginaw, and entirely rebuilt at the Wolverine drydock, will join the tow which goes to Cheboygan for lumber for Cleveland.

John Montgomery, mate of the barge H. C. Sprague, fell into the hold of the barge while off Point au Barque, on her up trip, and received serious injuries to his head. He is now in the hospital.

A deck hand, belonging to the barge Buckeye State, went in swimming near the vessel at Lewis' dock Wednesday night, and his clothing were found next morning on the dock where he was seen to strip. He shipped at Saginaw, and was a stranger to the rest of the crew.

The summer resort, known as Point Lookout (Sand Point), has opened for the season, the steamers Arundel and Metropolis stopping there on both out and inward trips.

The steamer Cora K. D. has been placed on the Stone Island route, and, as the sign says, will make rugular trips. If she does so it will be the first boat in many years, as the former craft were in the habit of leaving the route at any time if a small job of log towing presented itself.

The tug A. F. Bartlett, recently raised, has been taken to Detroit.

The barge D. Ferguson, recently rebuilt at Whittauer's drydock, presents a fine appearance, and is apparently as good as new.

The steambarge M. Sicken and tow are in the river all coal laden. SHAW.

FRANKFORT.

Special to the Marine Record.

Between the propellers John D. Dewar and George Sandford, opposition steamers, a lively strife has been waged all season. The Dewar gradually getting the bulk of the traffic the owners of the Sandford purchased a $4,000 mortgage on the other boat, and without word of warning went with a deputy sheriff and a posse and took forcible possession of the Dewar. The captain and crew of that vessel were put ashore, and with a new crew the boat sailed for Milwaukee. The ejected captain telegraphed to the customs officials at Milwaukee thath is vessel had been unlawfully seized, and he authorized them to take charge of the boat and those on board. On his arrival at Milwaukee the mate of the Dewar was arrested. The Dewar was purchased from Wing & Samuel's, of Ludington, about one year ago by E. G. Chambers, of Bucyrus, Ohio, who made a part payment. He then entered into an agreement with J. W. Zemmerman, to become a part purchaser, but by some disagreement afterward, threw the case into the U. S. court, at Grand Rapids, and the U. S. marshal turned her over to Mr. Chambers to run on the route, taking a bond of $14,000 to await the result of the suit. He met the several payments as they became due, with the exception of a small balance a few weeks ago. Yesterday he, in the presence of two witnesses, tendered the full amount of money $3.950 to Mr. Upton, and demanded the steamer Dewar, which was refused. The end is not yet. The queery now arises, can a deputy sheriff seize and take a craft that is already in the hands of U. S. marshal, and run her off to another state.

The propeller Sanford found the body of Watson McGregor, the captain's son who was drowned off his boat May 12. The unknown body found near Burnham last week is supposed to be the one of Wm. Camfray, lost on the Marinette.

The body of an unknown sailor was found and buried at Burnham's Pier, ten miles south of Frankfort, this week. He was five feet six inches, had a blue stocking and part of a checked woolen Mackinaw shirt, otherwise it was not recognisable and badly battered. Supposed to be one of the unfortunate crew of the lost Marinette.

The tug John Cowan, is having her deck and cabin put on and will be ready for service in a short time.

Triffly Moran, who was second engineer on the burned propeller Champlain, has returned to Frankfort, and resumed his old post, engineer on steam yacht Cynthia.

The Northern Michigan line propeller Lawrence, is loaded down with freight every trip, the company are negotating the leasing of a steamer for remainder of season and will build a fine craft next winter to place on the route. CHARLES BURMEISTER.

SAULT STE. MARIE.

The forthcoming report of the superintendent of the St. Mary's canal of business transacted during the month of June will show the greatest traffic for the time specified in the history of the canal. The average of daily passage will exceed fifty-three, the greatest heretofore having been forty-three. Eighty-four vessels were locked through in one day. The freight and registered tonnage have increased in like proportion. It is estimated that the freight tonnage will fall but little short of 1,000,000 tons net.

EAST SAGINAW.

Special to the Marine Record.

The expected rise in freights came at last, and all is serene for the present. There is quite a demand for boats to go in the Lake Superior lumber trade, but we have heard of no charters being made at an advanced rate. One firm here offered $3 50, Ashland to Buffalo, but $4.00 is asked by owners of vessels here. The following are the freights as increased to ports mentioned: Bay City to Buffalo, $2.25; East Saginaw to Buffalo, $2.37½; Bay City to Ohio ports, $2.00; East Saginaw to Ohio ports, $2.12½.

The tug Mollie Spencer, of Port Huron, brought in the propeller Germania's tow, the Germania having gone through herself. She is having a new cylinder made at Detroit.

C. McElroy, of St. Clair, who was formerly prominent in connection with Old Canada, Saginaw and Fruitport railway schemes, has been in the city during the week on business connected with his salt works at Marine City. He is the only man in Michigan who does not belong to the Michigan salt association.

Canvas now shades the promenade deck of the steamer W. R. Burt, of the River line.

The Chamberlain Bros., (Geo. H. and W. A.) of this city, are doing an immense business in shipping lumber from East Tawas and other shore points alone, while they handle as much more from the Saginaw Valley.

The River line steamers W. R. Burt, Lucile and Chas. P. Fish did a good business on the 4th, but a continual rain knocked the expected receipts out in bad shape.

The steamer Plowboy was well patronized on the 4th considering the rain.

The funeral of Captain Willis Abel, late master of the barge Golden Harvest, took place Sunday, the remains being taken to West Bay City for burial. Captain Abel was one of the old-time mariners, having sailed many of the late Jesse Hoyt's fleet of vessels. He leaves a wife and two daughters, Mabel C. having recently married Captain James K. Hathaway.

Alfred N. Pinet has returned from Baraga, Lake Superior, coming down as far as Detroit on the barge Keweenaw, which was in tow of the steambarge J. E. Potts. The Keweenaw was loaded with lumber by Mr. Pinet at Baraga and was on her maiden trip as a barge. She was once one of the finest side-wheel steamers on the lakes. She carries 685,000 feet of lumber, which is considerably more than it was at first thought she could be loaded with. On the way down two tows with timber for the new Sault canal were passed, and a dredge is working day and night at the canal. While at Baraga Mr. Pinet's tally boy, named John Doran, a resident of that place, fell from a lumber pile in a fit and was drowned in the lake. Mr. Pinet also visited Ishpeming and there met M. M. Sill, formerly of this city, and the two went down in a mine a distance of 595 feet. Mr. Pinet states that the barge which Thomas Nester is building at Baraga will be completed about August 15, and that it is estimated she will have a capacity of 1,000,000 feet of lumber. Mr. Nester will commence the construction of a steamer as soon as the barge is off the ways. SHAW.

DETROIT.

Special to the Marine Record.

The big steamship J. C. Gilchrist, building at Craig's yard, is now receiving her deck frames. She will be launchod early in September.

The steam yacht Uarda and the barge Fame are being overhauled at Craig's yard in Trenton.

The report that the Detroit & Belle Isle Ferry Company will run a boat from the foot of Twelfth street is incorrect. On week days it would not pay and on Sundays the boats have more than they can attend to at the foot of Woodward avenue.

B. Whittaker & Son have sold for Campbell & Covell, of Whitehall, Mich., to Geo. Morley on cash terms the steambarge R. C. Brittain. The Brittain was built at Saugatuck in 1887, has capacity of 225,000 feet of lumber, rates A2 and is valued by Inland Lloyds at $14,000. She will come to Detroit about July 15. Captain Dan Barry will sail her.

The damage to the steambarge George E. Brockway, which ran out on Fighting Island last week and was run into by her consort, will not be heavy. She was soon released.

The new composite steamship Fayette Brown, built by the Detroit Dry Dock Company for the Northwestern Transportion Company, was out for a trial trip on the Detroit River on Saturday and was greatly admired by those who saw her Her performance was highly satisfactory to both her owners and builders. With a pressure of 150 pounds of steam, cutting off at full stroke, and with a full throttle, she made the run from the foot of Woodward avenue to Grosse Pointe lightship in forty minutes, her wheel at same time, being nearly half out of water. It is expected that she will, under ordinary circumstances, make from twelve to thirteen miles per hour. The new steamship cost $140,000, and will carry 2,400 tons on a draught of fifteen feet six inches. She cleared for Marquette to load iron ore.

The tug Oswego, sunk by the schooner May Richards, off Colchester, has been ratsed and was towed to Detroit on Saturday afternoon.

The new sloop yacht City of the Straits was launched on the 2nd near the foot of St. Aubin avenue. Her dimensions are as follows: Keel 35 feet, over all 48¾ feet, beam 13 feet 2 inches; ballasted with five tons lead. She was designed by E. Brady Wendell, and is the property of the City of the Straits Yacht Club, and will be officered by A. I. McLeod, captain; C. D. Joslyn, first lieutenant; Sid Griffin, second lieutenant.

The schooner S. V. R. Watson is still in Clark's dry dock but her repairs will be completed in about a week. She is getting steel arches, new keel and keelsons, some new plank in bottom where they were needed, and thorough overhauling and recalked from keel up. The surveyors have placed the damages in repairs at $10,540 beside the expense of getting her off the beach, which amounts to $5,000. Contrary to reports her tow line was in good condition, as testified to by the surveyors.

The Leviathan has been engaged to raise the schoener City of Sheboygan, sunk at Detour. The contract price has not been made known, but it is believed to be $2,500. This will be the final attempt, as several companies have failed to raise her. What the Leviathan fails to get is virtually beyond redemption.

Captain John Oades has launched his fine new steamship and she is probaby the best that he has yet set afloat. She is 186 feet over all; 176 feet on keel; beam 34 feet; depth in lower hold 13 feet; in upper hold 7½ feet. She will carry three spars. Her engine is a steeple compound, 24 and 46 by 36, was built by the Frontier Iron Works, and her boiler, 12½x12, by John McGregor & Sons. She will be ready for business in about three weeks.

BAY CITY.

The shipments from the Saginaw River for the month of June show a large decline from the same month last year, the decrease being 37,000,000 feet of lumber, 7,000,000 shingles and 4,500,000 lath. The falling off is due to the scarcity of tonnage. Large numbers of lumber carriers have been attracted to the iron and grain trade, also by better freights, leaving the lumber trade with only a smaller class of vessels. The high rate, fifty cents an hour, charged by 'longshoremen, has caused a number of boats to go up the shore where freights were the same but the prices of loading much less. Shipments are as follows: From Bay City, lumber, 44,737,000 feet; shingles, 6,910,000; lath, 2,965,000. From East Saginaw, lumber, 20,855,000 feet; shingles, 5,551,000; lath, 860,000. June, 1887, showed the smallest shipments of the corresponding months for the past six years.

DULUTH.

The schooner Mystic, which was run into by the propeller Spokane and sunk at Two Harbors, was raised and brought to this city for repairs, which were completed on Saturday, on which day she sailed for Marquette but she had to put back on account of stress of weather.

LAKE FREIGHTS.

Freights strong and tonnage scarce. Lumber shows an advance. We quote:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.60
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2 50
Two Harbors to Ohio ports	2 60
GRAIN.	
Wheat, Duluth to Buffalo	7½c
Corn, Chicago to Buffalo	4½c
Wheat, Chicago to Buffalo	4½c
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c
COAL.	
Buffalo to Milwaukee	1.00
Buffalo to Chicago	1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1 00
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.25
Bay City to Ohio ports	2 00
Saginaw to Tonawanda	2.37½
Saginaw to Ohio ports	2.12½

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞*Comfortables, Blankets, Table linen, Towels*, etc., and sew *to order* at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞*Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing, *Overalls, Jean Pants*, or make them ☞*to order*, for the same price as we sell our ready made garments. ☞Our *new cutter* takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk		†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.

A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block

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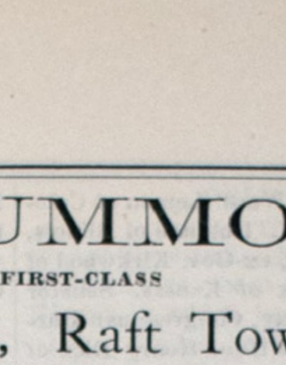

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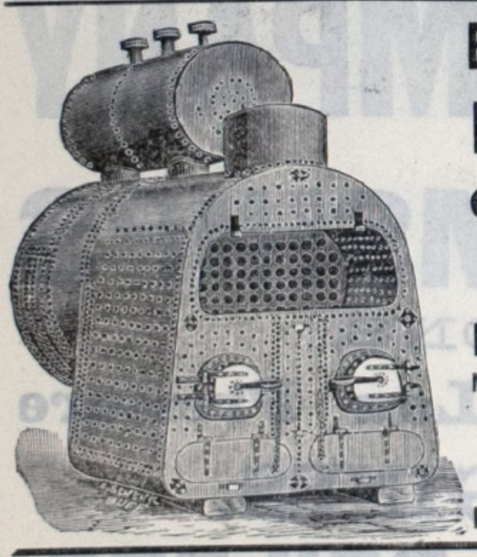

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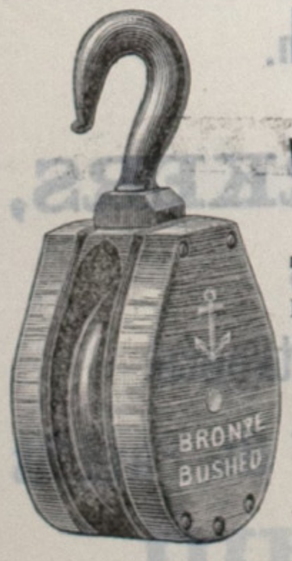

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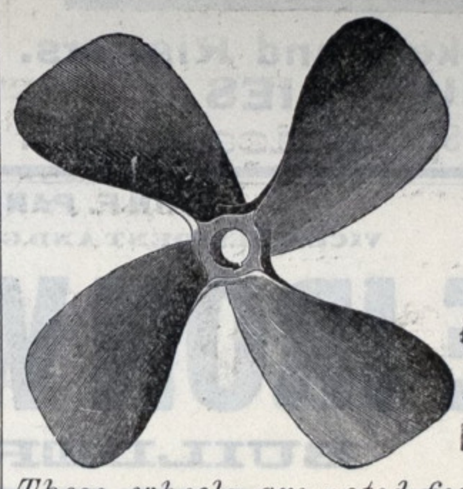

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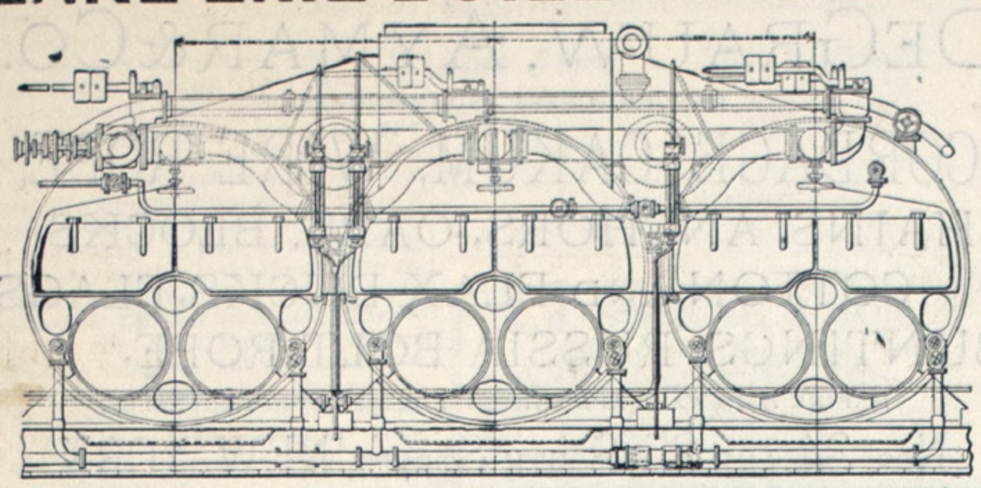

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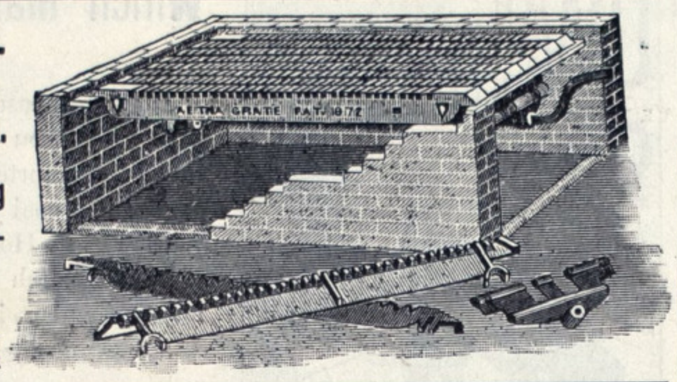

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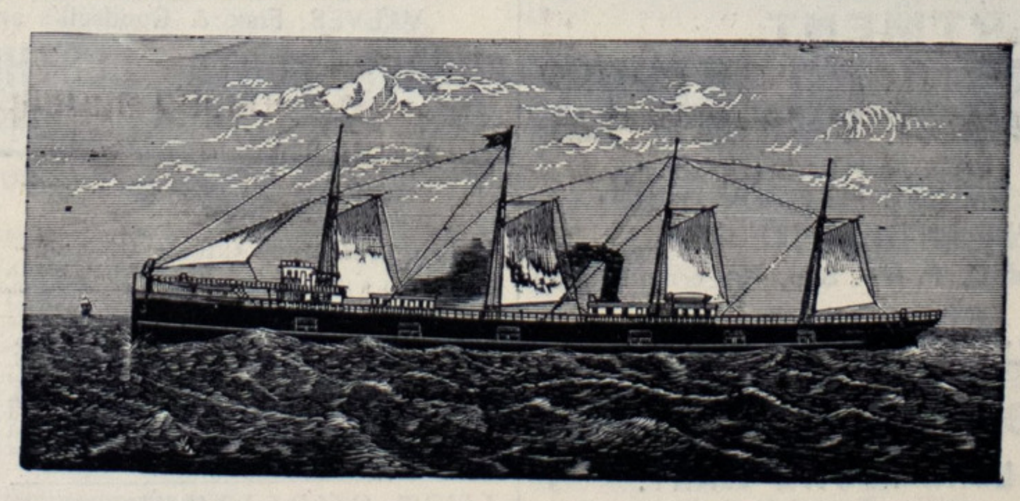

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